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SECURITY INFORMATION

COUNTRY Germany (Soviet Zone) REPORTTOPIC Neuruppin AirfieldEVALUATION [REDACTED] PLACE OBTAINED [REDACTED]DATE OF CONTENT [REDACTED]DATE OBTAINED [REDACTED] DATE PREPARED 3 October 1951REFERENCES [REDACTED]PAGES 3 ENCLOSURES (NO. & TYPE) [REDACTED]REMARKS [REDACTED]

50X1-HUM

1. On 9 and 13 August 1951, the radio installations 3 km east of Neuruppin airfield were observed. The low wooden building with a sloping roof near one of the installations was completed. The previously observed radio truck was no longer there. Truck [REDACTED] proceeded on the road toward the radio installation. A radio truck with a mast was observed west of the radio installation with four masts. (1) 50X1-HUM

2. On 19 August, an alert flight of four MIG-15s [REDACTED] were parked on Neuruppin airfield. There was no flying. On 20 August, the alert planes [REDACTED] 50X1-HUM

[REDACTED] relieved the former alert planes between 10 a.m. and noon. At 10:05 a.m., two biplanes took off for local flights. After three flights the pilots were changed. There was no other flying activity. The grass in the area north of the runway had been mowed. 50X1-HUM

3. On 21 August, the same formation of alert planes were parked on the western end of the runway. Between 4:25 and 6:02 p.m., four MIG-15s practiced firing at a sleeve target towed by a single-engine plane with a radial engine. The following activities were observed: at 4:25 and 4:30 p.m. respectively, the engines of two [REDACTED] MIG-15s were started; at 5 p.m., the planes took off in pairs and each pair approached the sleeve target, attacking with two short bursts of machine gun fire; from 5:21 to 5:26 p.m., the planes landed individually and taxied to the hangar; at 5:42 p.m. four MIG-15s again took off; and from 6 to 6:02 p.m. the four planes landed individually. 50X1-HUM

4. Between 8 and 10:30 a.m. on 22 August, spot landings were made by two biplanes. MIG-15 No 38 took off between 11:20 and 11:45 a.m. At [REDACTED] MIG-15 practiced flying from 12:45 to 1:40 p.m. MIG-15 [REDACTED] flew between 2:22 and 2:48 p.m. 50X1-HUM

5. On 23 August, flights were made by a [REDACTED] MIG-15 from 8:10 to 8:36 a.m. and from 9:12 to 9:40 a.m.; [REDACTED] from 10:05 to 10:32 a.m.; and [REDACTED] from 10:58 to 11:25 a.m. At 8 p.m. three jet fighters were seen taking off. 50X1-HUM

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6. Between 10:30 and 10:35 a.m. on 24 August, three MiG-15s took off from the field, and each of them approached the field three times without landing. The aircraft landed between 10:48 and 10:53 a.m. Radio controlled approach flights were probably being practiced. At 6 p.m., six [redacted] MiG-15s with auxiliary fuel tanks were parked on the western end of the runway. At 6:15 p.m., the engines of the planes were started without starter carriages. The aircraft then taxied to the take-off point in pairs and took off. The landings were made individually from 6:14 to 6:45 p.m. and the aircraft then taxied back to the west end of the runway. One pilot got out of each plane. At 7:02 p.m., five planes took off and the sixth plane taxied to the hangars. The aircraft landed after 7:40 p.m. and then taxied to the hangars. The alert flight was still parked north of the west end of the runway. Trucks [redacted] and sedan [redacted] were observed at the entrance to the field. 50X1-HUM

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7. No flying was observed at the field on 26 August. The alert planes were parked at the runway. On 24 August, no changes were observed at the radio installation, with four masts south of Altruppin, or at the radio installation with one mast. Jeep [redacted] occupied by three officers wearing silver epaulets and a silver pilot badge on the right breast, left the radio installation with one mast. 50X1-HUM

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8. From 28 August to 4 September, 21 MiG-15s, [redacted] were observed at the field. (3) Three single-engine planes [redacted] practiced flying, probably radio controlled approaches. Each plane had a two-man crew, one of whom was changed after each flight. Three biplanes made practice flights at the Rechlin alternate airfield. Flying activity had increased slightly. [redacted] 50X1-HUM

(4)

9. At 5 p.m. on 6 August, 14 MiG-15s were parked at Neuruppin airfield on the apron in front of the hangars, and 4 MiG-15s [redacted] at the east end of the runway. Four MiG-15s [redacted] were flying. One single-engine plane with a radial engine and two biplanes were parked in front of the flight control building. At 5 p.m. on 9 August, twin-engine plane with a radial engine was observed at the field. The plane was not there on 11 August. 50X1-HUM

10. At 5:30 p.m. on 23 August, a MiG-15 with a two-man crew was observed at the field from a distance of about 500 meters. The plane had a noticeably long cockpit, and the air exhaust was in the tail of the fuselage. (5) Night flying was practiced by jet planes on 23 August.

11. At 4 p.m. on 25 August, four MiG-15s were flying. Aircraft observed at the field included 22 MiG-15s, 4 of which were parked on the east hardstand, and in front of the hangars were 4 single-engine planes with radial engines, and 6 biplanes. Nine crates, each about 6 meters long, 2 meters high and 2 meters wide with an attached box fitted on the front, were stored in hangar No 1 west of the repair hangar.

12. The Soviet billets in Neuruppin were fenced in. It was rumored that an extensive purge had taken place in the Neuruppin military quarters and that some persons had been shot in connection with the desertion of Soviet officers. (6) 50X1-HUM

13. Twenty MiG-15s were observed at the field on 6 September. [redacted]

14. On 1 September, 14 MiG-15s, 2 twin-engine low-wing monoplanes with radial engines, and 2 biplanes were observed at the field. It was estimated that 10 more MiG-15s were there. On 8 September, the field was occupied by 22 MiG-15s, 3 low-wing monoplanes with radial engines, 2 biplanes, and an estimated 4 or 5 additional MiG-15s. Dark blue stripes were observed around the air intake apertures of six MiG-15s. Between 2 and 8 September, eight twin-jet bombers repeatedly made intermediate landings at the field and stayed for 2 to 3 hours. The aircraft came from the southeast and left in the same direction.

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Comments.

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- (1) The location of the radio installations was previously reported. [redacted] 50X1-HUM
The installations concerned are the outer landing beacon, an Adecock DF station and a radio installation with one mast. The purpose of the latter installation is unknown.
- (2) [redacted]
- (3) The number and type of aircraft observed in Neuruppin indicate that the airfield is still occupied by a fighter regiment. [redacted]
- (4) The motor vehicle [redacted] belong to a ground unit of the fighter regiment stationed in Neuruppin.
- (5) Probably a type-29 plane.
- (6) The desertion of two Soviet officers was previously reported [redacted] 50X1-HUM
However, it has not been learned where the officers went.

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